

SR 7 Route Development Plan (Phase 1)

Stakeholder Committee Meeting Summary

Meeting Date: May 26, 2005

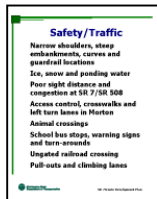
Location: Bob Lyle Community Center, Morton WA

Attendees: *Stakeholder Committee*
Mark Cook, Lewis County
Mike Cournyer, WSP
Albert McCaughan, Mineral
Gerri Bartlett, Morton & Sterling
Savings Bank
Rosemary Siipola, SWRTPO
Dean Lokken, Historic Society
Danna Hadley, US Forest Service
Jim Gerwig, City of Morton
Doug Hayden, Lewis Mt. Transit
Steve Bell, WDFW

Staff
Lynn Hakes, WSDOT Olympic Region
John Donahue, WSDOT Olympic Region
Vicki Steigner, WSDOT Olympic Region
Yvette Liufau, WSDOT Olympic Region
Mike Clark, WSDOT Southwest Region
Seth Gallant, WSDOT Southwest Region
Craig Robbins, WSDOT Southwest Region
Richard Hawkins, WSDOT Southwest Region

**Safety
Improvements
Funding** Lynn Hakes opened the meeting, and introduced Mike Clark from WSDOT's Southwest Region. Mike told the stakeholder committee about money that the 2005 legislature has allocated for safety projects on the Lewis County segment of SR 7. He stressed the importance of identifying opportunities for safety projects that this money might be spent on during the RDP process.

**SR 7 Paving
Project** Next, Lynn introduced Richard Hawkins from the Chehalis Project Office who talked about the paving project currently scheduled for 2009. Richard explained that because of the funding source, WSDOT is very limited in the types and amounts of work outside of pavement preservation that WSDOT can perform during a paving project.



Allowable work includes minor items like striping changes, upgraded guardrail terminals and removing hazards within the design clear zone.

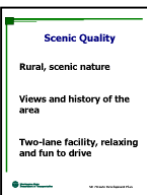
Richard emphasized how important it is for the City of Morton to coordinate with the Chehalis project office concerning work they are planning within the city. Since paving projects are required to bring deficient curbs up to ADA compliance, there may be some opportunity to combine some Context Sensitive Design elements with the paving project.

Although WSDOT may not be able to contribute funding for the city's improvements, their design elements and plans could be integrated into WSDOT's project. The work could be coordinated to be done at the same time, saving money. It is important that the city's plans and WSDOT's plans work together.



Review Public Meeting

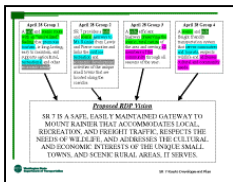
Lynn briefly recapped the SR 7 RDP public meeting that was held on May 3rd. Because it is very important that WSDOT knows all the community's concerns about the highway, the public was given the opportunity to express and record what they like and dislike about the route. Three themes developed from their input – Safety and Traffic, Economic Development (freight and community), and Scenic Quality. The draft vision statements developed by the stakeholder committee on April 28th closely reflected these themes.



Vision Statement

John Donahue worked with the stakeholder committee using the four draft vision statements developed during the first stakeholder committee meeting. The committee finalized and endorsed the following vision statement for SR 7:

SR 7 is a safe, easily maintainable year round gateway to the Washington Cascades that serves transportation needs and addresses the wildlife, cultural and economic needs of the unique areas it serves.



The draft goals derived from the vision statements were presented to the stakeholder committee for discussion. The draft goals were:

Goals and Criteria Exercise

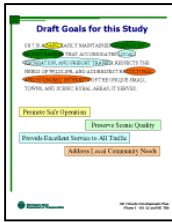
- Promote safe operation
- Preserve scenic quality
- Provide excellent service to all traffic
- Address local community needs

After some discussion, the committee added a fifth goal:

- Protect wildlife (all species, including fish)

The committee members were provided adhesive dots, and were asked to indicate by the placement of their dots the priority of the study goals. The outcome of the vote follows:

- Promote safe operation (13 votes)
- Provide excellent service to all traffic (10.5 votes)
- Protect wildlife (9.5 votes)
- Address local community needs (6 votes)
- Preserve scenic quality (5 votes)



The next task was for the stakeholder committee to decide the criteria by which proposed solutions will be evaluated to determine how well each fulfills the goals of the study. Draft criteria for each goal were discussed, and the stakeholder committee made some additions. Again, the committee members were asked to indicate the priority by dot vote. The following is a list of each goal, and the prioritized criteria for that goal.

Goal: Promote safe operation

- Does the improvement address identified deficiencies? (12 votes)
- Does the improvement address non-motorized needs? (9 votes)
- Is the improvement easily maintained? (9 votes)
- Does the improvement support access management? (2 votes)
- Does the improvement conform to design standards? (1 vote)

Goal: Provide excellent service to all traffic

- Does the improvement alleviate seasonal traffic congestion? (11 votes)
- Does the improvement benefit tourist traffic? (10 votes)
- Does the improvement benefit freight traffic? (7 votes)
- Does the improvement meet 2030 level of service goals? (5 votes)

Goal: Protect wildlife

- Does the improvement provide for habitat connectivity opportunities? (12 votes)
- Does the improvement reduce wildlife mortality? (9 votes)
- Does the improvement allow for enhancement of fish habitat or culvert replacement? (8 votes)
- Does the improvement accommodate or enhance wildlife crossings? (1 vote)

Goal: Address local community needs

- Does the improvement protect cultural and historic sites? (8 votes)
- Does the improvement enhance pedestrian movement? (7 votes)
- Does the improvement encourage tourism? (6 votes)
- Is the improvement consistent with regional plans? (6 votes)
- Does the improvement provide good benefit in comparison to the cost? (5 votes)
- Would the improvement qualify for a grant? (1 vote)

Goal: Preserve scenic quality

- Does the improvement affect the scenic quality of the surroundings? (16 votes)
- How much does the improvement affect the environment? (11 votes)

**Additional
Traffic
Counts**

Seth Gallant told the stakeholder committee that WSDOT was going to do some additional traffic counts during the time of the year that the community perceives as having the most traffic congestion, and asked if a period of time in July, including a weekend, is the appropriate time to capture the heaviest use of the highway. The stakeholder committee believes that August brings more vehicles to SR 7 than July does, so additional counts will be made in both July and August.

**Next Meeting
Date**

The stakeholder committee set the next meeting for Thursday, July 28, at 6:00 pm at the Bob Lyle Community Center.